

12 March 2020

Secretary
NSW Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir

**Submission to Draft Western Sydney Aerotropolis Plan (WSAP), Draft SEPP & Draft DCP, Lot [REDACTED]
[REDACTED] Mamre Road, Kemps Creek**

Metroplanning Services has been engaged by the owner of [REDACTED] Mamre Road, Kemps Creek, to prepare an objection submission in regard to the Draft Western Sydney Aerotropolis Plan (Draft WSAP), Draft State Environmental Planning Policy and Draft Western Sydney Aerotropolis Development Control Plan-Phase 1 which have recently been placed on exhibition for public comment. A location plan and aerial plan depicting our client's property is contained in Figures 1 and 2.

Site Details

Our client's property is rural residential in nature and presently comprises a single dwelling with associated out buildings. The site is relatively level with a [REDACTED] which traverses the rear of the site in a north south direction as depicted in Figure 1. The site comprises predominantly cleared grassland with some scattered vegetation across it. A photo of the site viewed from [REDACTED] a location plan and aerial plan depicting our client's property is contained in Figures 1 and 2.

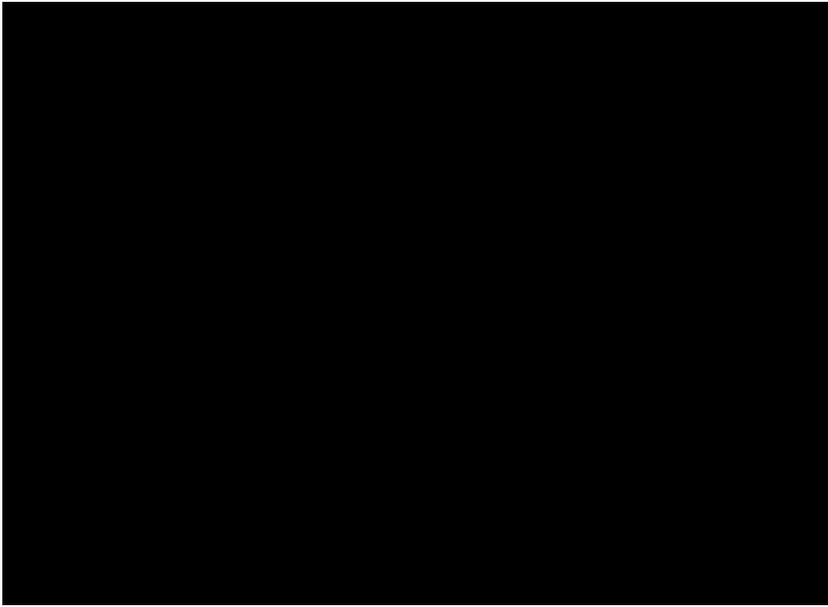


Photo 1-View of site from Mamre Road frontage

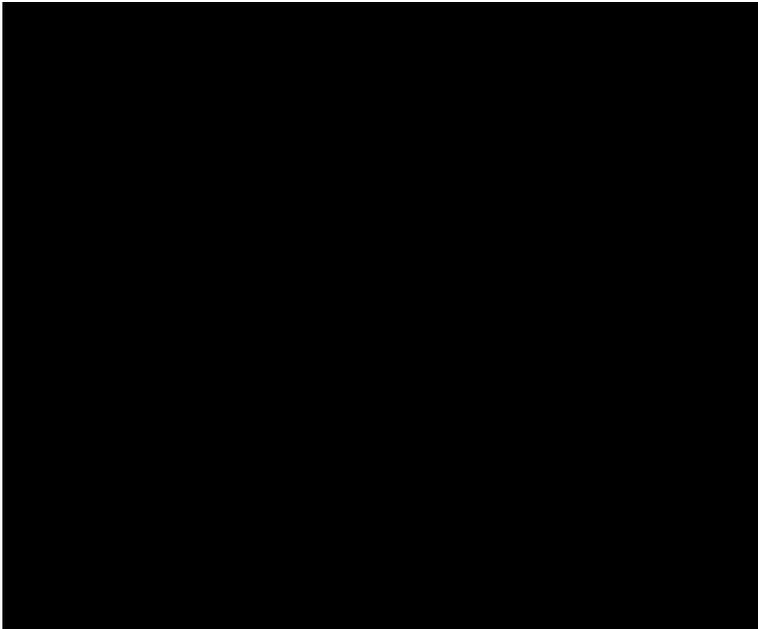


Figure 1-Location plan

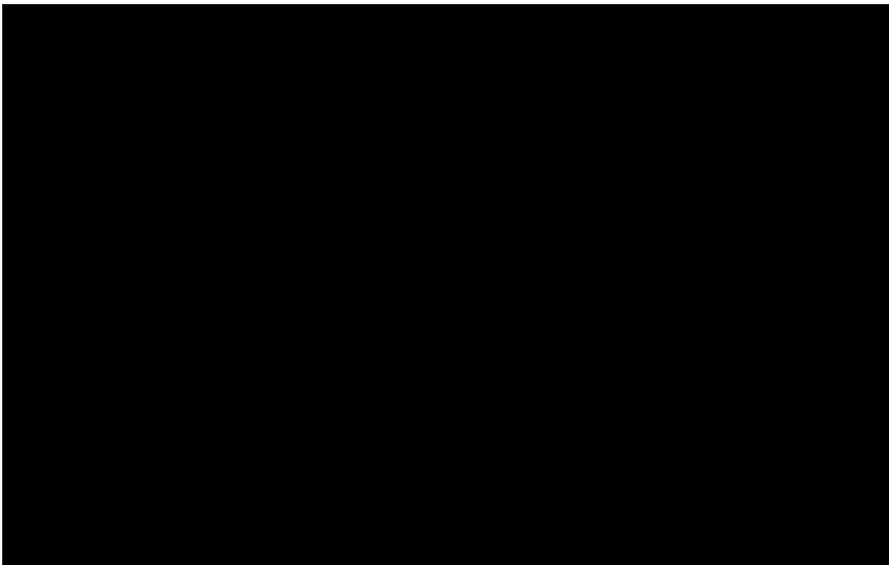


Figure 2-Aerial view of site

The site is currently primarily zoned [REDACTED] under the provisions of Penrith Local Environmental Plan 2010 (PLEP 2010) and a small section at the western rear that is traversed by [REDACTED] is zoned [REDACTED]. Refer Figure 3 for prevailing landuse zoning map. The site is also mapped with [REDACTED]

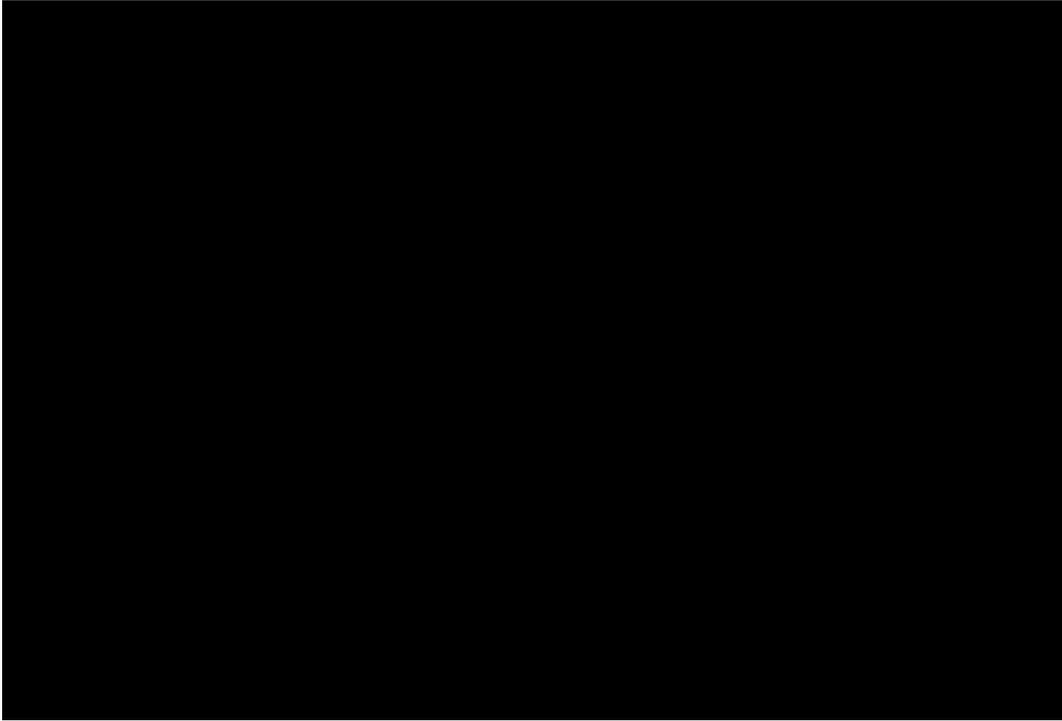


Figure 3-Penrith LEP 2010 landuse zoning map

Introduction

We have reviewed the supporting mapping and documentation associated with the Western Sydney Airport and note that The Draft Western Sydney Aerotropolis Plan (WSAP) presents the vision and planning framework for the Aerotropolis. The Draft WSAP includes, planning objectives and principles for the Aerotropolis, different land uses identified for each of the precincts, infrastructure to support the Aerotropolis and the sequence that precincts will be developed to undertake precinct planning.

The Draft Western Sydney Aerotropolis State Environmental Planning Policy provides the planning legislation to support the draft Aerotropolis plan. The SEPP will also ensure State legislation supports the implementation of the WSAP. The SEPP establishes precinct boundaries, applies land use zones to the initial precincts and provides requirements for developing near the Western Sydney International Airport.

The Draft Western Sydney Aerotropolis Development Control Plan Phase 1 aims to promote design excellence in the Aerotropolis' precinct plans and masterplans. The DCP will be developed over two phases. The DCP Phase 1 provides the vision and objectives for each of the initial precincts, objectives and performance outcomes for development across all initial precincts.

We have reviewed the Draft Western Sydney Aerotropolis SEPP and note that the rear western [REDACTED] [REDACTED] under the Draft SEPP landuse

zoning plan contained in Figure 4. We understand that the zoning has largely been derived given the flooding affectation constraint on the property which is depicted in Figure 5. We have spoken with a representative of the Department of Planning and have been advised that the [REDACTED] [REDACTED] under the provisions of Liverpool Local Environmental Plan 2008. We are advised that the front portion of the site has been excluded given it is located outside of the Aerotropolis boundary line as identified in Figure 6.



Figure 4-Draft SEPP landuse zoning mapping



Figure 5-Draft Western Sydney Aerotropolis SEPP flood mapping

We understand that the broad application of the Environment and Recreation Zone will be to permit both environmental and recreational land uses. The objectives of the Environment and Recreation Zone 1 are to:

- *To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.*
- *To prevent development that could destroy, damage or otherwise have an adverse effect on ecological or recreational values.*
- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To ensure that development is secondary and complementary to the use of land as public open space, and enhances public use, and access to, the open space.*
- *To encourage, where appropriate key regional pedestrian and cycle connections.*

The zone permits limited uses without consent, including Environmental protection works and Flood mitigation work. Permitted with consent uses are Environmental facility, Information and education facility, Kiosk, Recreation area, Recreation facilities (outdoor), Water recreation structure and Road.

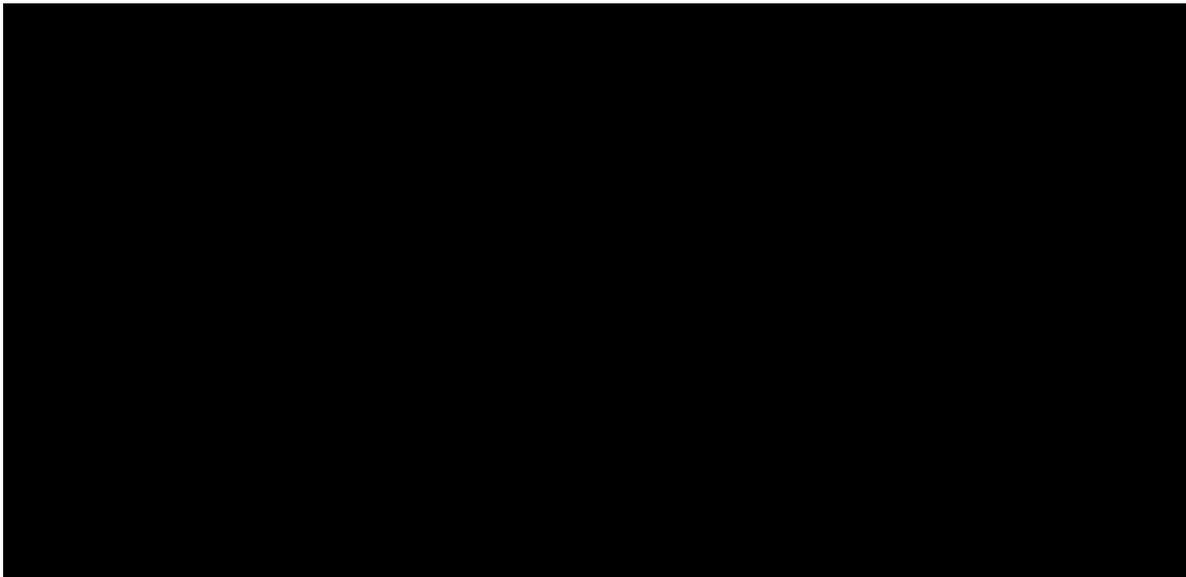


Figure 6-Aerotropolis Structure Plan

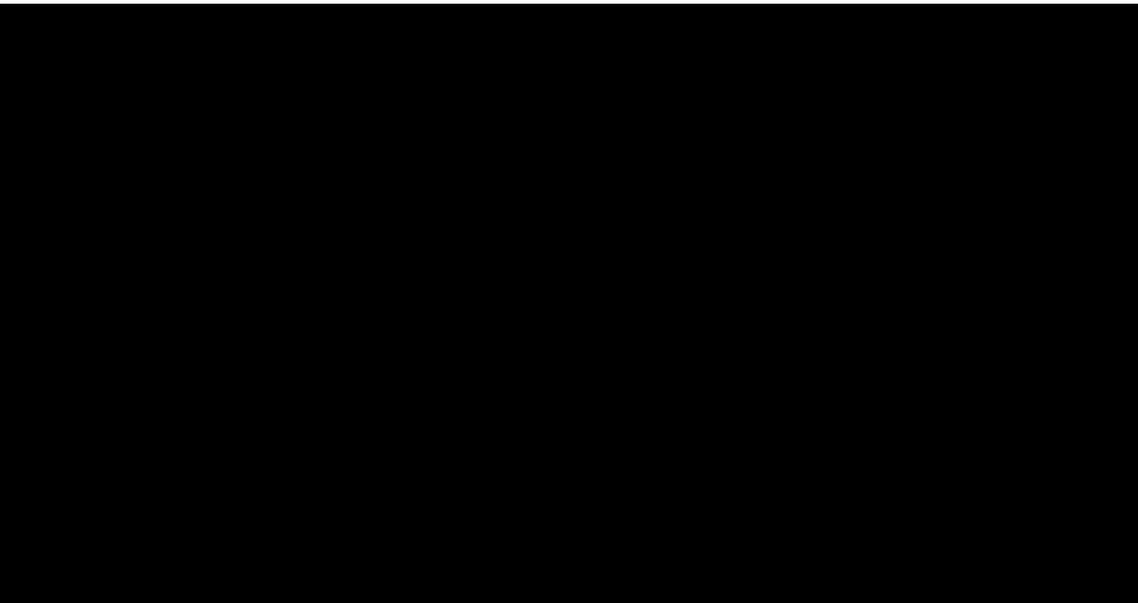


Figure 7-Draft Mamre Road Precinct landuse zoning mapping

Objections

Extent of Environment & Recreation zoning affectation

We have compared the extent of flood mapping affectation across the property contained in Figure 5 with the proposed Environment & Recreation zoning contained in Figure 4 and note that the Environment & Recreation zoning is extensively larger than that required for flooding reasons and we question why there is no consistency. The extent of the proposed Environment and Recreation zoning needs to be accordingly reduced.

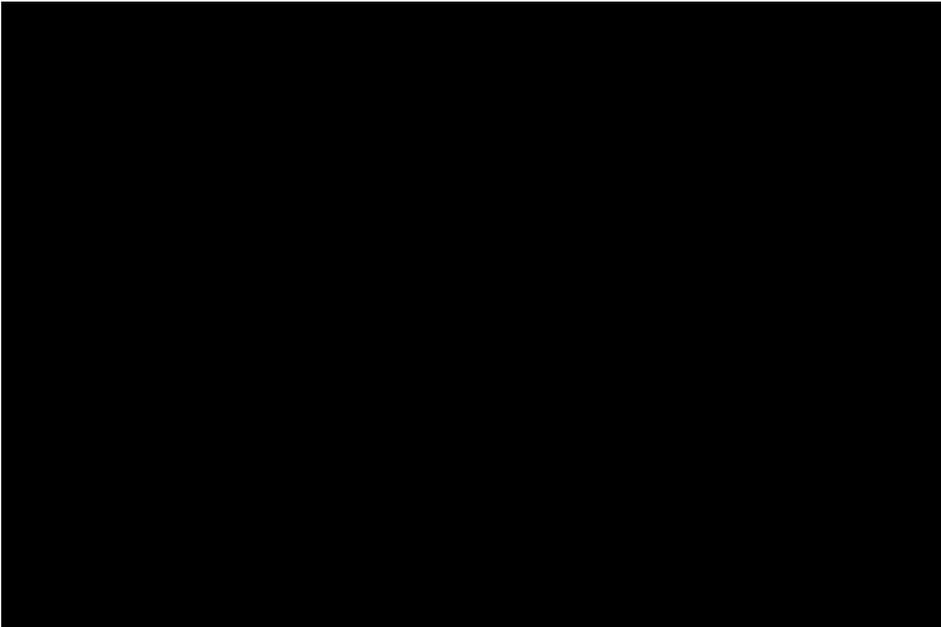


Figure 9-Anomally with intended zoning clouded in red

Amenity Impacts

Our client is concerned that the Draft Aerotropolis Plan which identifies land to the [REDACTED] future employment generating land combined with the recently exhibited Draft Mamre Road Precinct Plan which is proposed to be included in the Western Sydney Employment Area through proposed changes to the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) will have significant impacts upon the rural residential amenity of the site and surrounding rural residential properties. We note that the public exhibition period has closed for the Draft Mamre Road Precinct Plan however our client has serious concerns that the intended zoning of the area as predominantly IN1 General Industrial will adversely impact the amenity and traffic movements of rural residential properties in the surrounding area. Refer Figure 6 Aerotropolis Structure plan mapping and Figure 7-Draft Mamre Road Precinct landuse zoning mapping.

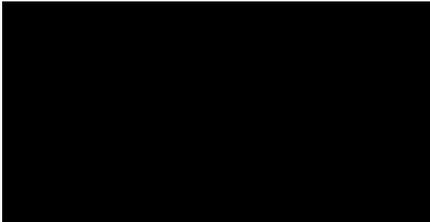
Traffic Impacts

Concern is raised regarding the industrial transport and traffic impacts on Mamre Road and surrounding street networks. There is likely to be a significant increase in freight and logistics traffic with the efficiency

of key intersections surrounding the Precinct likely to suffer. We are particularly concerned with regard significant additional heavy vehicle traffic 24/7 that our client will be subject to.

In conclusion, we seek that the Department undertake further consideration to the adverse amenity and traffic management impacts that the Draft Aerotropolis Plan will have upon the amenity of our client's property and accordingly make amendments. In addition we seek to have the extent of the proposed Environment and Recreation zoning reduced so that it is consistent with the flooding affectation mapping.

[REDACTED] requires any clarification.



John Mckee
DIRECTOR